

The Hongkong Telegraph.

No. 40.

FRIDAY, MARCH 10, 1882.

FIVE DOLLARS
PER QUARTER.

Insurances.

YANGTZE INSURANCE ASSOCIATION.

CAPITAL (Fully Paid-up).....Tls. 420,000.00
PERMANENT RESERVE.....Tls. 230,000.00
SPECIAL RESERVE FUND.....Tls. 288,936.17

TOTAL CAPITAL and
ACCUMULATIONS, 2nd April, 1881.....Tls. 938,936.17

DIRECTORS.
F. B. FORBES, Esq., Chairman.
M. W. BOYD, Esq., Wm. MEYERINK, Esq.,
J. H. PINCKVOSS, Esq., F. D. HITCH, Esq.

HEAD OFFICE—SHANGHAI.
Messrs. RUSSELL & Co., Secretaries.

LONDON BRANCH.
Messrs. BARKING BROTHERS & Co.,
Bankers.

RICHARD BLACKWELL, Esq., Agent,
68 and 69, Cornhill, E.C.

POLICES granted on MARINE RISKS to all
parts of the World.
Subject to a charge of 12 per cent. for interest
on shareholders' capital, all the PROFITS of the
UNDERWRITING BUSINESS are annually dis-
tributed among all Contributors of Business in
proportion to the premium paid by them.

RUSSELL & Co.,
Agents.
Hongkong, 23rd January, 1882. [53]

NOTICE.

THE MAN ON INSURANCE COMPANY, LIMITED.

(CAPITAL SUBSCRIBED.....\$1,000,000)

The above Company is prepared to accept
MARINE RISKS at CURRENT RATES on Goods,
&c. Policies granted to all Parts of the world
payable at any of its Agencies.

WOO LIN YUEN,
Secretary.

HEAD OFFICE,
No. 2, QUEEN'S ROAD WEST.
Hongkong, 1st February, 1882. [81]

LE CERCLE TRANSPORTS.

SOCIÉTÉ ANONYME D'ASSURANCE
MARITIME MARSEILLAISE.

CAPITAL SUBSCRIBED.....15,000,000 Francs.
CAPITAL PAID-UP.....5,750,000 Francs.

The Undersigned, having been appointed
AGENTS of the above Company, are prepared to
GRANT POLICES on MARINE RISKS to all
parts of the World.

ARNHOLD, KARBERG & Co.,
Hongkong, 15th June, 1881. [4]

To be Let.

TO LET.

"KURRAHJEAN," No. 10, ALBANY
ROAD.
OFFICES IN No. 13, QUEEN'S ROAD
CENTRAL.

Apply to
DAVID SASSOON, SONS & Co.,
Hongkong, 22nd February, 1882. [74]

TO LET.

A LARGE GRANITE GODOWN, in "BLUE
BUILDINGS," Praya East, with immediate
possession.

Apply to
J. M. GUEDES,
33, WELLINGTON-STREET.
Hongkong, 19th January, 1882. [49]

TO BE LET.

FROM THE 1st APRIL, 1882,
THAT LARGE AND COMMODIOUS HOUSE,
No. 8, ARKUTNOT ROAD, at present in
the occupation of Mr. J. D. HUTCHISON.

Apply to
J. A. CARVALHO.
Hongkong, 9th March, 1882. [147]

For Sale.

A FONG, PHOTOGRAPHER,
HAS A LARGER COLLECTION OF VIEWS
than any other in CHINA.

Miniatures Painted on Ivory from \$7.

Oil Paintings on Canvas from \$5.

Cartes de Visite, Cabinet, and all other styles
of Portraits at equally moderate prices executed
under the supervision and management of
D. K. CRIPPIETH,
Studio 8, Queen's-road.
[13]

EÇA DA SILVA AND CO., QUEEN'S ROAD.

HAVE JUST RECEIVED

EX FRENCH MAIL STEAMER "DJEMNAH,"
MALAGA FRESH GRAPES, GENTLEMEN'S ready-
made OVERCOATS, Embroidered and Fine White
LACE, BALL HANDKERCHIEFS, Ladies' and Gentle-
men's Finest White LINEN HANDKERCHIEFS,
White TRAINED SKIRTS for BALL DRESSES,
White KID GLOVES, Embroidered and Fancy
FANS.

Great Variety in ORIZA PERFUME TOILET
REQUISITES, comprising—ORIZA NEW MOWN
HAY, ORIZA OPHOPONAX BOUQUET, ORIZA
WATER, ORIZA SCOTCH LAVENDER, ORIZA LYS,
ORIZA ESSI, HELIOTROPE,
&c., &c., &c.

ORIZA POWDER, ORIZA DENTIFRICE, ORIZA
SOAP, ORIZA HAIR OIL,
&c., &c., &c.

EÇA DA SILVA & Co.,
Hongkong, 23rd November, 1881. [9]

FOR SALE.

G. H. MUMM & Co.'s CHAMPAGNE.

QUARTS.....\$22 per Case.
PINTS.....\$23 per Case.
Apply to
MELCHERS & Co.,
Hongkong, 2nd March, 1882. [132]

For Sale.

H. FOURNIER & CO.

HAVE FOR SALE, JUST RECEIVED EX
"PEHO,"

A SPLENDID ASSORTMENT OF
FANCY GOODS.

FANCY PLAYING CARDS.

CRACKERS.

BONBONS (Assorted).

CHOCOLATE CREAM.

CHOCOLATE MENIER.

FIGS.

MALAGA RAISINS.

TABLE PLUMS.

FRUITS IN JUICE (Assorted).

CONFITURES DE ST. JAMES

(in Bottles and Tins).

SYRUPS (Assorted).

HUNTLY and PALMER'S BISCUITS.

ALMONDS and NUTS.

VANILLA.

PATE DE FOIE GRAS.

NOIX DE VEAU TRUFFEE (in Tins).

COTELETTE DE VEAU (in Tins).

VEAU ROTI (in Tins).

RIS DE VEAU (in Tins).

FRICANDAU (Assorted).

TRUFFES.

VEGETABLES (Assorted).

ANCHOVIES in Oil.

CAYLAR.

SARDINES in Lemon Juice.

SARDINES in Tomatoes.

SARDINES in Oil.

FRENCH and ENGLISH MUSTARD.

SAUSAGES (Assorted).

LIONS SAUSAGES.

FRENCH & SPANISH OLIVES.

FRENCH ISIGNY BUTTER (in 1 and

2 lbs. Tins).

MACCARONI (Assorted) Paste for

Soups, Letters, stars, &c.

TAPIOCA.

FINE-GROUND NOCHIA COFFEE.

C H E E S E.

GRUYERE.

ROQUEFORT.

DUTCH.

CALIFORNIA.

CREAM.

FRENCH TOBACCO AND

CIGARETTES.

ASSORTED PERFUMERY

FROM

PISAUD AND PIVERT of PARIS.

A large quantity of

FRENCH MINERAL WATERS

in Pints of 100 bottles per Case.

CORK STOPPERS,

for Soda and other Bottles.

C L A R E T S

In Bottles and Wood.

CHATEAU LA ROSE.

CHATEAU LAFFITTE.

CHATEAU MARGAUX.

ST. EMILION.

MEDOC.

W I N E S.

SAUTERNE.

PORTO.

SHERRY.

MARSALA.

B R A N D Y.

FRENCH COGNAC.

ABSINTHE

L I Q U E U R S

CHARTREUSE (Pints and Quarts).

BENEDICTINE (Pints and Quarts).

MARASCHINO.

CURACAO.

ANISETTE (Marie Brigard).

ANGOSTURA BITTERS.

BOKER'S BITTERS.

KIRSCHWASSER.

PEPPERMINT

VERMOUTH (Nolly Prat).

VERMOUTH (Turino).

FANCY SILK UMBRELLAS.

And a VARIETY of OTHER GOODS.

Hongkong, 25th January, 1881. [17]

Antimations.

SAYLE & CO'S SHOWROOMS.

SAYLE & CO.

BEG TO ANNOUNCE THAT THEY INTEND HAVING

GREAT CLEARANCE SALE

DURING

THE MONTH OF FEBRUARY.

ALL GOODS MARKED IN PLAIN FIGURES AT REDUCED PRICES.

TOYS WILL BE SOLD AT HALF-PRICE.

VICTORIA EXCHANGE, HONGKONG.

Hongkong, January 30th, 1882. [79]

KELLY & WALSH

HAVE ON HAND THE FOLLOWING OPERAS WITH COMPLETE VOCAL

SCORES—

Il Trovatore (Verdi).....\$1.50 Bohemian Girl (Balfé).....\$1.50 Grand Duchess (Offenbach).....\$1.50

La Traviata (Verdi).....\$1.50 Il Barbiere (Rossini).....\$1.50 Dinorah (Meyerbeer).....\$1.50

Der Freischütz (Weber).....\$1.50 Le Nozze di Figaro (Mozart).....\$1.50 Lily of Killarney (Heuland).....\$1.50

Faust (Gounod).....\$1.50 Fra Diavolo (Auber).....\$1.50 Madame Angot (Lécocq).....\$1.50

Rigoletto (Verdi).....\$1.50 Don Giovanni (Mozart).....\$1.50

LIBRETTO OF IL TROVATORE, 50 CENTS.

ONLY A FEW COPIES IN STOCK.

NEW SONGS.

Gipsy John.....Whyte Melville.

Doubling Love.....Mora.

My Prince.....Percy Keese.

Great Goodnight.....Molloy.

My Love is Come.....Mirzials.

The Two Marys.....Whitley.

NEW DANCE MUSIC.

Messenger of Love Waltz.....Coote.

La Mascotte Quadrille.....Deransart.

Violette's Valse.....Waldteufel.

La Mascotte Valse.....Waldteufel.

Claire de Lune Valse.....Volz.

Venetian Valse.....Lorohian.

KELLY & WALSH—HONGKONG. [1]

STAG HOTEL.

QUEEN'S-ROAD CENTRAL.

GOOD ACCOMMODATION FOR VISITORS.

ENGLISH & AMERICAN BILLIARDS.

Tiffin at One o'clock, Dinner at 7.30.

This Hotel is most centrally situated and

within easy distance of the principal landing

places.

J. COOK, Proprietor.

G. FALCONER & CO.

WATCH AND CHRONOMETER

MANUFACTURERS

AND

JEWELLERS.

NAUTICAL INSTRUMENTS,

CHARTS AND BOOKS.

No. 46, QUEEN'S-ROAD CENTRAL. [2]

WILLIAM SCHMIDT & CO.

GUNMAKERS AND AMUNITION

DEALERS.

BEACONFIELD ARCADE.

Arms, Ammunitions, and Requisites of

every description.

Arms Repaired, Cleaned, or Converted at

moderate charges.

Sporting Guns and Ammunition always

on hand. [28]

CHS. J. GAUPP & CO.

CHRONOMETER, WATCH, AND

CLOCK-MAKERS,

JEWELLERS, SILVER-SMITHS, AND

OPTICIANS.

CHARTS AND BOOKS.

NAUTICAL INSTRUMENTS.

SOLE AGENTS

for Louis Audemars' Watches; awarded the

highest Prizes at every Exhibition; and

for Voigtlander and Sohn's

CELEBRATED OPERA GLASSES, MARINE

GLASSES, AND SINGLESSES.

No. 38, Queen's-road Central. [10]

HAIR DRESSING SALOON

HONGKONG HOTEL.

W. P. MOORE begs to inform the Gentle-

men of Hongkong and Visitors that he

has reduced the price of Hair-Cutting to 50 cents.

Having now in his employ three competent

Assistants who are always in attendance, he

guarantees to execute this class of work, in all its

branches, with a perfection which cannot be

excelled in any part of the World.

Hair-Cutting.....50 Cents.

Shampooing.....25 Cents.

Shaving.....25 Cents.

Trimming Beards.....25 Cents.

MONTHLY CUSTOMERS TAKEN AT REDUCED

RATES.

RAZORS MOST CAREFULLY RE-SET.

Mr. MOORE begs to recommend his

GOGO SHAMPOO WASH

to the public as unrivalled by any prepara-

tion ever produced for promoting the growth

of the hair. The basis of this compound is

made of soap root, the natives of the Philip-

pine Islands never use anything else for

washing their hair; they are never found bald,

and it is quite common to see the females with

hair from 5 to 6 feet long. By constantly using

this Shampoo Wash as directed, you will

NEVER BE BALD.

The proprietor offers the Wash to the public

entirely confident that by its restorative

properties it will without fail arrest decaying

hair. It completely eradicates scurf, dandruff,

and cures all diseases of the scalp. It does not

contain any poisonous drugs. By its cooling

properties it allays the itching and fever of the

scalp, which is the great cause of people losing

their hair.

Mr. MOORE has succeeded in being able to

put this wash-up in bottles without allowing it to

ferment, and he will guarantee it to keep any

length of time in any climate.

M. G U E D E S.

HOUSE AND LAND BROKER.

No. 33, WELLINGTON-STREET, HONGKONG.

Hongkong, 23rd January, 1882. [62]

Amusements.

ROYAL ITALIAN OPERA.

UNDER THE PATRONAGE
OF HIS EXCELLENCY THE ADMINISTRATOR
HON. M. S. TONNOCHY.

THEATRE ROYAL,

CITY HALL, HONGKONG.

THE ROYAL ITALIAN OPERA

COMPANY,

WILL PERFORM AT THE THEATRE ROYAL,

CITY HALL,

T O M O R R O W,

11TH MARCH, 1882.

VERDI'S GRAND OPERA

"IL TROVATORE"

CONTE DI LENA.....Signor GASTANO CIOCCI.

MANRICO.....Signor LUIGI VANZETTI.

Intimations.

NOW IN THE PRESS AND SHORTLY TO BE PUBLISHED.



THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST. A NEW DIRECTORY FOR CHINA, JAPAN, AND THE PHILIPPINES, FOR THE YEAR 1882. PRICE TWO DOLLARS.

The above work will shortly be published at the office of this Paper, and will contain a Directory for the Ports in the large portion of Asia comprised between Peking, in the Straits Settlements, and the Northern Ports, including Formosa; the Treaty Ports of China and Japan; the Philippine Islands; the British Colony of Hongkong; and the Portuguese Colony of Macao. The work will also contain the Principal Treaties between European countries and the United States and the countries East of the Straits, together with conditions of Trade, and the Port, Customs, Consular, and Harbour Regulations for the Ports of China and Japan; and a description of the Ports, with the latest Trade Statistics taken from the Reports of the Imperial Maritime Customs and other reliable sources.

The various Governments and Municipal Corporations have been applied to for information, and all Public Bodies and Companies, Bankers, Merchants, Consuls, and Professional and other Residents, have supplied the necessary matter to ensure correctness upon forms sent for that purpose. The Naval and Military portions have been taken from the latest published official lists and revised at Headquarters; in fact no pains have been spared to make "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" a perfectly reliable *code mecum*. "THE HONGKONG DIRECTORY AND HONG LIST FOR THE FAR EAST" will, in order that it may circulate extensively outside this Colony, be published at a Popular Price, and can be ordered at this Office for

TWO DOLLARS.

There is not space in the compass of an ordinary advertisement to detail all the information introduced into the work, but it may be fairly asserted that no such Directory has ever been published, either in Hongkong, or any other part of the East, at the price.

"Telegraph" Office, Hongkong.

THE HONGKONG DIRECTORY WILL CONTAIN THE TREATIES WITH CHINA, JAPAN, & Siam. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN A DESCRIPTION OF ALL THE TREATY PORTS IN CHINA AND JAPAN. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN TRADE STATISTICS FROM OFFICIAL SOURCES. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE CONDITIONS OF TRADE WITH CHINA & JAPAN. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL BE PUBLISHED AT TWO DOLLARS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE PORT, CUSTOMS, CONSULAR, AND HARBOUR REGULATIONS OF THE TREATY PORTS OF CHINA & JAPAN. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY IS PUBLISHED AT TWO DOLLARS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN LISTS OF MILITARY OFFICERS serving in the China Command, which has been revised at Headquarters. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE NAMES OF THE NAVAL OFFICERS ON THE CHINA STATION. Including the most recent appointments and local changes, corrected at Headquarters. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY HAS BEEN LARGELY ORDERED IN ALL PORTS BETWEEN SINGAPORE AND NEWCHANG. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY IS PUBLISHED AT TWO DOLLARS. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE LARGEST LIST OF FOREIGN RESIDENTS IN THE EAST. OFFICE, 6, PEDDAR'S HILL.

THE HONGKONG DIRECTORY WILL CONTAIN THE ONLY CORRECT LIST OF HONGKONG GOVERNMENT OFFICIALS. OFFICE, 6, PEDDAR'S HILL.

Intimations.

A. S. WATSON & CO. WHOLESALE AND RETAIL DRUGGISTS, GENERAL CHEMISTS, AND

Manufacturers of the following AERATED WATERS, viz: SODA, TONIC, SAKSAPARILLA, AND POTASH, LEMONADE, GINGERADE, RASPBERRYADE, AND PHOSPHORIC CHAMPAGNE.

Deliveries in Town and Harbour from 7 A.M. to 7 P.M.

SHIPS' MEDICINE CHESTS, REFITTED, PASSENGER SHIPS SUPPLIED.

Prompt Attention given to Coast Orders.

HONGKONG DISPENSARY, HONGKONG.

SHANGHAI PHARMACY, SHANGHAI.

CANTON DISPENSARY, CANTON.

THE DISPENSARY, FOOSHOW.

NOTICES TO CORRESPONDENTS. Communications on Editorial matters should be addressed "The Editor," and those on business "The Manager," and not to individuals by name. Correspondents are requested to forward their names and addresses with communications addressed to the Editor, not for publication, but as evidence of good faith. All letters for publication should be written on one side of the paper only, and rejected communications can not be returned. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded.

The Hongkong Telegraph

HONGKONG, FRIDAY, MARCH 10, 1882.

This journal has frequently been blamed for the part it has taken in upholding the public acts of Governor HENNESSY, and covertly accused by those whose interests were presumed to be imperilled by the existence of an honest and impartial newspaper in Hongkong, of being nothing more or less than a subsidised Government organ. Such charges—although there can be little doubt the industrious manner in which they have been circulated by the honorable persons whose odium we have incurred for venturing to speak the truth has in many respects materially injured the commercial prosperity of the *Telegraph*—have invariably been treated with the contempt their meanness merited. We were contented to wait, feeling assured that the general public would not misunderstand our views, or believe the vile misrepresentations of interested partisans, and that in time even those whose political opinions were directly antagonistic to our own, would understand thoroughly the independent position we have ever maintained, as a representative of the Hongkong public. We have good reason to believe that our anticipations were not badly founded, that the confidence we had in the eyes of the general body of the community being in time opened as to the true character of our mission, and the actual value of the so-called disinterested opposition of such rival publications as the *China Mail*, was not misplaced.

Governor HENNESSY has many able opponents, and probably a few bitter enemies in this Colony. Amongst these are undoubtedly a number of men who have not scrupled in the past, who will not hesitate in the future, to use the most unfair and dishonorable means to blacken, vilify, and bring into general disfavor the policy of our absent ruler. We admit frankly they have some cause for feeling rather sore at certain acts carried out during the present régime, acts which are unique in our history of local government. Sir JOHN PORE HENNESSY has never allowed private interests to interfere with the privileges of the British Crown, the rights of the Hongkong public. Social status, long residence in the Colony, or overpowering commercial influence, may all have carried weight with past rulers, and been a ready road to exclusive advantages tendered *sub rosa* by Government favor; but to his credit be it recorded, to the many advances of this character made to the present Governor, a deaf ear has invariably been turned. And what has been the consequence of this independence, this unexpected honesty? Is it not well known in every circle of society in Hongkong? Persons upon whose corns His Excellency has unexpectedly trodden, unsuccessful claimants for privileges and advantages at the public expense to which they had not a title of claim, became his pronounced political opponents, his malignant personal enemies. All these things are quite true; they cannot be disguised, and as a matter of fact they are, in spite of anything that may be said to the contrary, perfectly well understood throughout the Colony. Governor HENNESSY's policy—dictated in most important particulars from Downing Street—has

unquestionably to a considerable extent sacrificed foreign commercial interests in favor of the Chinese. The alterations in the Emigration laws not only in Hongkong, but in the Colonies and elsewhere, have materially reduced the annual profits of many of our large shipping firms and agencies. As a result of this, nearly the whole of the foreign commercial element may be reckoned as the Governor's political opponents, as if he were solely responsible for the changed state of affairs, instead of having merely faithfully carried out the instructions of Her Majesty's Government, although always insisting on a strict observance of our local ordinances. All these things are matters of common knowledge; and it is also perfectly well known that His Excellency's greatly maligned pro-Chinese measures have been carried out in obedience to the express commands of the Secretary of State.

And refusing to shut our eyes to facts which were within our own knowledge, we have from the beginning staunchly advocated principles of policy, which we considered then, and still believe, in every way deserved support. We absolutely refused to follow the lead of the older established journals in their crusade of personal vindictiveness, and as a consequence drew upon ourselves a system of opposition unrivaled for malignancy and bad taste, in the history of journalism.

The *China Mail* has for several years constituted itself the special advocate of Governor HENNESSY's political opponents and personal enemies, and has displayed its own rancorous hatred towards His Excellency in a fashion happily rare in modern days, even amongst the very lowest type of public newspapers. The furious ravings of the evening print in anything that had reference to the Governor either socially or politically, have become a byword, the jeer and scorn of all classes of society. If the *Mail* is satisfied with its special mission we have no cause to complain; but now that Sir JOHN PORE HENNESSY has left these shores we venture to suggest that it is possible to descend too low even in the matter of vulgar abuse. We submit that a paragraph published in Wednesday night's paper, supposed to emanate from a correspondent—a thin, flimsy disguise for the irrepressible gentleman with the numerous aliases, which can deceive no one—is the most contemptible production ever published in any newspaper in the Far East. We reproduce it as a final example of the degrading depths to which personal spite will at times descend.

"A Correspondent, who appears to be fairly well versed in such matters, forwards us the following remarks concerning the Address recently presented by the Chinese residents to H.E. the Governor HENNESSY:—The address presented by the Chinese to H.E. the Governor was not in accordance with Chinese official etiquette. Many of the signatories simply endorsed it with their shop mark or chop. The chop is only the hong mark, and etiquette demands that on an address, not a petition, the signature of each individual shall also be written underneath the chop. We are informed that no Chinaman would venture to commit such a breach of official etiquette unless there were a want of respect for the party who was to receive the address. It is not hard to see why the leading Chinese should have presented an address. Any one who is at all conversant with the native mind knows perfectly well that they regard the presentation of such an address, simply and purely, as an ordinary matter of business. An address would have been presented equally to a Governor whom they hated and despised. That those who signed it did not have any great regard for the departed is proved by the absence at the embarkation of many of the most prominent Chinese whose names figured on the document. The idea of presenting His Excellency with two, or more, red umbrellas was dropped, as it was thought by the wily Chinamen to be fraught with very bitter and painful reminiscences. The present usually selected for a Governor should be a coat embroidered with the names of the donors. The next in point of honours is the red umbrella, such as that presented to Dr. STEWART in 1878. Anything else is regarded as unsuitable for presentation to Governors or high Civil Officials. Flags (two of which His Excellency received) are usually given to Military and Naval Officers of secondary rank, such as Captains, etc., in our service."

With what object the above extraordinary effusion was penned and published we cannot pretend to know; we would rather not attempt to guess; but we do venture to hope that if our evening contemporary has lost all the self respect it ever possessed, the recollection that it is to some extent a public institution, and supposed to represent the views of a section of the community of this Colony, will effectually prevent the future publication of such frightful outrages on decency and good taste.

CHEN-LAN-PIN, ex Envoy Extraordinary to the United States and Spain, is expected to arrive in the Colony in a few days from his home in Kwang-tung, en route to Peking, where he has to report himself forthwith. It is to be remarked that one of the first acts on Minister Chen's return to his native province, was to urge on the Canton Viceroy the necessity of Telegraph Communication as the result of his experience in the United States and Europe, and it is mainly due to his weight and influence that the projected telegraph line between Canton and Hongkong has been authorized. It is satisfactory to know that the ranks of the progressive party in China will find a valuable addition by the presence of Chen-lan-pin at Peking.

THE Censors at Peking are becoming very active of late in exposing abuses in the Provinces, and we now hear that complaints have been preferred against Li Hung-chang and his brother Li Han-chang, the Viceroys of Fokien, and Kwangtung, and the Governors of Honan and Keangsu. Li Hung-chang, has had sufficient influence to have the memorial adverse to himself shelved, but Tso-tung-tang is ordered to enquire into the charges brought against Li's brother, the Viceroy of Hunan and Hupeh, while special Commissioners are coming south to investigate the charges made against the other high Provincial mandarins. A' together things appear to be pretty much mixed at Peking, and the year cannot be said to have opened very promisingly, from a political aspect, for China.

ACCORDING to the *Englishman*, there seems some probability of a new and important tract of the great African Continent being opened out under French auspices. On the 4th ultimo Dr. Bozol and M. Molrot, says the *Academy*, landed on their return from an expedition into the little-known region, called Futta Djalo, which lies at the back of Senegambia. They stated from Belair, on the River Niger, last May; and they arrived at Medine, on the Upper Senegal, in November. In the meantime, they had traversed a large extent of country of which Timbo is the capital. They describe the climate as salubrious, and the soil as fruitful. Gold and iron are worked, and copper abundant. They bring back with them not only a treaty signed by the chief, the Almayi Sory, but also his First Minister and several other natives; and they report that "the influence of France is definitively established over more than 400 leagues of territory."

We are informed that it is become quite a practice with jinnicksha coolies, night after night, to rush their vehicles full speed down the hill in Wellington street, to the great danger of the limbs both of occupants and foot passengers—the former amounting sometimes to as many as three in one jinnicksha—and to the annoyance of people living in the street, whose peaceful slumbers are frequently disturbed by the noise and shouting which take place when one of the machines happens to come to grief. We hear that no fewer than five jinnickshas have been upset through this practice during the present week, the occupants being more or less injured, and in one case the howls of the jinnicksha coolie, which made night hideous for a considerable distance around, proclaimed that he had not escaped damage. We trust the Police authorities will take steps to put an end to a practice fraught with so much danger to the public, and which has become a source of considerable annoyance to residents in the street.

As there are several milk dairies, conducted by Japanese in the neighbourhood of Yokohama and Tokio, a process of adulteration referred to by the *Kobe Shimpo*, and verified by the *Hong News* in its issue of the 18th instant, may be instructive if not interesting. "A gentleman brought us during the afternoon a sample of milk supplied to him in the ordinary course. The appearance of the fluid showed clearly that some foreign substance had been mixed with the milk, but that it was not chalk, as our friend imagined, the addition of a little diluted sulphuric acid established beyond any question. "Upon making inquiries we ascertained that the favourite adulterant employed by Japanese milk-dealers is the root of the kudzu (*Dolichos Vulturnus*), which is pounded up, mixed with water, and then furnished a white, creamy-looking fluid, admirably adapted for the rascally purpose intended. This mixture is no doubt preferable to using the brains of animals and the other disgustingly filthy compounds favoured by Western adulterators, but the practice is sufficiently vile to make the reported action of the Sanitary Board very welcome."—*Japan Mail*.

A RETURN published at New York on the 1st of January estimated the total immigration at all the American ports during last year at nearly six hundred thousand souls. The total for New York during the year was about 440,000, against 327,371 for the previous year. The New York arrivals for the year divided in round numbers as follows:—Germany, over 180,000; Ireland, nearly 65,000; England nearly 41,000; Scotland, 11,000; Wales, 4,000; Sweden, 37,000; Norway, 13,000; Italy, 14,000; Switzerland, nearly 12,000; Russia, 10,000; Austria, 4,500; France, 4,400; Spain, 1,600. The character of the immigrants has been unusually satisfactory. Fewer disabled persons, mentally or physically, have come than usual. During the year 600 have been sent back as too old to work and suffering from chronic diseases. The Commissioners of Immigration estimated the amount of money brought by the immigrants at 11,000,000 dollars, and the agent of one trunk line of railway estimates the amount paid by them for transportation south and west at 5,000,000 more. The most destitute arrivals are Scandinavians and Italians. The latter arrived in great numbers during November and December, and found little work. Nearly all the new comers have gone west and south. Only about twenty thousand remained in New York, and not more than fifty thousand in the whole state. All persons connected with immigration say the indications are that the arrivals this year will be much heavier than last.

THE British steamship *Moray* went round to Aberdeen Dock this afternoon.

WE learn that the Royal Italian Opera Company will be assisted in their opening performance on Saturday evening next by some Portuguese amateurs.

WE have received private advices from Yokohama announcing the safe arrival at that port on the 1st inst. of the U.S.S. flagship *Richmond*, lately reported lost.

INFORMATION has been received by the Agent of the Messageries Maritimes that the steamer *Natal*, with the next outward French mail, left Saigon for Hongkong yesterday, at 4 p.m.

WE would call attention to the performance of "Il Trovatore" at the Theatre Royal, City Hall, to-morrow evening, which is announced to take place under the patronage of His Excellency the Administrator.

SURGEON-MAJOR MURRAY, Army Medical Department, and for some time Acting Superintendent of the Government Civil Hospital, leaves for England to-morrow by the steamship *Dioned*, having completed his term of service at this station. This is Dr. Murray's second tour of service in China, he having formerly served with the 80th Regiment here. Dr. Stockwell succeeds Dr. Murray at the Civil Hospital.

THE Italian Opera Company held a dress rehearsal of "Il Trovatore" at the City Hall last night, the result of which fully bears out the high character the Company has received from the Shanghai press. We have little doubt that the public performance of Verdi's grand Opera to-morrow evening will prove an almost unprecedented success, as every available means have been adopted to make the orchestral effects, choruses, and *mise en scène* as complete as circumstances will permit.

A PARIS telegram to an Indian paper, dated January 31st states that the new French Premier M. Freycient has submitted his programme to the Chambers, in which he states that it will be his endeavour to preserve peace at home and abroad, and allow the fullest liberties to the people. The reform of the constitution will be postponed until the expiry of the present Chamber. The reduction of service with the colours to three years is proposed. With regard to education the present policy will be continued. The purchase of the railways by the state is not interdicted, neither is the conversion of Rentes. In conclusion, the programme states that every effort will be made to solve the tariff question.

MATTERS do not seem much improved with journalists in some parts of America since Mr. Beck edited the *Clearville Roarer* in the energetic manner mentioned in "The Golden Butterfly." Mr. Richard F. Beirne, editor of the *Richmond State* met senator H. H. Riddleberger on the 22nd last October with pistols, to give him satisfaction for some editorials he had published reflecting on the senator's veracity. The seconds forgot to provide caps for the firearms, and after waiting from 4 a.m. till 8 a.m., and then failing to obtain them, the duel was postponed, as the senator had to hasten away to shoot at another man, with whom he had an engagement for 4 p.m. of the same day. In the latter affair four rounds were fired, but nobody hurt.

GEORGE CANNOS, 36, of England, a seaman, unemployed, was sent to a month's hard labour this morning by Mr. H. E. Wodehouse, as a rogue and vagabond. The prisoner went to No. 7 station yesterday, and asked the constable for something to eat, stating he had had nothing to eat all day, being at the time in liquor. The constable had seen him loafing about during the last month. Representing that he had a chance of going to Sydney by the steamship *Memmut*, the captain having promised him a passage, the Magistrate directed the constable to take him on board to ascertain if his statement were true. When being taken to the steamer by the constable, he manifested great unwillingness to go, and upon being confronted with the captain, the latter said he had never seen the man before, and that he had not promised any one a passage. Defendant, in explanation of his statement to the Magistrate, said he must have made a mistake, that the man who promised him a passage said he was the captain of the *Memmut*, an explanation Mr. Wodehouse failed to see the force of.

WILLARD'S Wanderers seem to have but fared ill in the Model settlement, and the same system of criticism seems to have been adopted by a portion of the Shanghai Press as obtains in certain papers in Hongkong. On this subject a correspondent writes in the *Mercury* of the 7th inst. "I notice that Monday's issues of the *North-China Herald* and *Shanghai Courier* contain very different criticisms of the performance at the Lyceum Theatre on Saturday night, whilst your paper preserves a respectful silence. As the above-named papers give conflicting reports, one or the other must either have committed an error of judgment, or else have been guilty of wilful misrepresentation. Concerning the true state of the case I think there can be very little doubt. I was at the Theatre on the night in question and can honestly say that I was thoroughly disgusted with a great deal of what I saw on the stage, as well as with the conduct of a large portion of the audience. Mr. Willard and one or two others, I admit, played their parts well, but neither that nor anything else will compensate for the slovenly manner in which the piece was put on the stage. The morning paper has mentioned two or three defects. There are others concerning which he is mercifully silent, I will be the same. The *Courier* says the line of criticism pursued by the *North-China* is likely to deter similar companies from visiting Shanghai. I hope and trust it may, for the entertainments given by the Wanderers have been such to which no man would care to take his wife or daughters. Ladies, it is well known, have been conspicuous by their absence at each performance which has been given by the troupe."

COLONEL MOSBY ON AMERICAN SEAMEN.

Colonel Mosby, the United States Consul at Hongkong, long since made himself prominent by his zealous efforts to purify the service of which he is a member. He still perseveres, although in the face of many difficulties, in his task of reform, and not long since addressed a letter to Mr. W. Blaine, Third Assistant Secretary of State, on the subject of the iniquitous law which compels a shipmaster discharging an American seaman in a foreign port to pay three months' extra wages into the Consulate.

Colonel Mosby gives some instances of the working of the law which are well worthy of careful attention, and supply excellent arguments for the removal of what appears a most outrageous imposition. He draws the attention of Mr. Blaine to the fact that the law of extra wages as interpreted by the Department is to use Colonel Mosby's own words, "a positive discrimination against American seamen in favour of foreigners," and apparently among many causes, and not a remote one either, of the steady decline in the mercantile marine of the United States. An American Consul is forbidden by the law now in force to either discharge a sailor who is an American citizen, and thus if the Master of a vessel ships an American at Yokohama to navigate his ship to Hongkong, three months' extra wages are exacted at the Consulate upon discharge. Thus the shipowner actually pays four months' wages for about a month's work, while if a foreigner had been engaged the cost of a discharge would be only \$1. The working of the law in actual practice may be imagined, and is thus forcibly stated by Colonel Mosby:—"For this reason no ship-master will employ Americans as sailors, because the law imposes a penalty for doing it. The regulations say that it is the policy of the law to discourage the discharge abroad of seamen: I am unable to say why it is so. It might have been so eighty years ago, when American ships were navigated by American sailors, and when the law was enacted, which we are now administering to secure their return home. But an American sailor is certainly now a *rara avis in terra*. At least nine-tenths of the sailors I discharge are foreigners, who sail indifferently under the flags of different nationalities. An idea seems to prevail at the Department that there is a class of foreign seamen who have acquired the character of American seamen by habitual service on American ships. If there are any such they have never been to Hongkong. These I discharge are always ready to go on the first ship that offers a chance, as soon as they have had a spree on shore. It is all right and proper that a fund should be raised and appropriated to the relief of American seamen in distress; but it would be far more equitable to levy it ratably on the tonnage of all ships than to collect it in the haphazard way it is now done. It should also be collected at home ports and not by Consuls abroad."

Nor does there appear any more adequate reason for making a ship that discharges a crew contribute to the relief fund than that it does not, for the simple reason that, as far as Hongkong is concerned, most discharges are by mutual consent, with a waiver of the two months' pay belonging to the sailor. This, then, is the result. "The sailors who are discharged get no benefit from the extra wages, which go to support seamen from some other ship, probably deserters." But worse than anything else is the disgraceful peculation which the administration of the seamen's Relief Fund gives opportunity for. It has, says Colonel Mosby, been dealt with "in the interests of sailors' boarding masters, with 'in the interests of sailors' boarding masters, who have been the principal beneficiaries from it. During the two years and eight months that I have had charge of this Consulate, I have collected in extra wages, and turned into the Treasury \$4,723.13, and have only expended for relief \$190.00, which was paid into the Government Civil Hospital here for sick seamen. My predecessor in the eight years preceding me expended, or rather furnished vouchers signed by his stool-pigeon, a sailor's boarding-master, for \$8,403.52, for relief of sailors. The allusion in this paragraph is so pointed as to admit of no misconstruction, and there is reason to fear that the experience of Hongkong is by no means singular.

Congress is, we believe, to be asked to consider the question of this payment of three months' wages, and it seems manifest that the law must then be either altogether repealed or considerably modified. There is abundant and indisputable evidence of the necessity of a change, and that the sooner the alteration takes place the better for the American shipowners and the future prosperity of the American mercantile marine. In his letter to Mr. Blaine on the subject of the Consular Regulations of the United States, Colonel Mosby calls attention to two cases of great hardship which recently occurred there in consequence of the application of the rule laid down in paragraph 231. The first was that of a young American citizen who arrived in Hongkong in the capacity of a foremast hand, but being highly recommended by the Master of his ship, was offered the position of third officer on another American vessel. He was about to be discharged to be discharged at the consent of the Master, but when Colonel Mosby informed the Master that he would have to pay one month's extra wages to the Government (which is the penalty imposed by the Consular Regulations for shipping an American in preference to a foreigner) the Master declined to pay it, and then the seaman offered and was anxious to pay it out of his arrears of wages. The Consul read him the paragraph above referred to, which forbids Consuls to allow seamen to pay under such circumstances, although it was for his advantage and the increase of wages he would get would, in one month, more than indemnify him for the amount he would have paid to the Government. The young man was obliged to return to his ship, and thus lost the opportunity of promotion. The other was a case of a Japanese shipped in New York, who did not want to return to the United States. The Master of the ship (which was going to South America) was willing to discharge him without expense to the ship, while the Japanese was willing to pay the amount to pay the extra wages himself in order to remain at home. Again the rule intervened, and the result, says the Consul, will be that "the Japanese will desert and leave all his wages in the hands of the Master. In other words, the Government refuses to allow him to forfeit a portion of his wages in order to leave the ship, but does allow him to forfeit the whole." This is an anomalous condition of affairs which Congress was assuredly remedied now that attention has been forcibly directed to the evil effects it produces. "Paragraph 231," continues Colonel Mosby, "permits a seaman to waive his right to the two months' extra wages; I am unable to say why he is not equally competent to pay one month's wages to the Government, especially when it is obviously for his advantage to do so. This is said to be a law, or rather a regulation, to protect American sailors and to encourage Americans to go to sea. I have never been able to see the protection in it."—*Huigo News*.

"My lord," said the foreman of a Welsh jury, when giving in their verdict, "we find the man that stole the mare not guilty." Widow, to sculptor—making a bust of her husband: "His nose was hooked—indicative of goodness, so make it larger if you please, to mark well that virtue."

THE HONGKONG TELEGRAPH.

SHANGHAI.

We hear from native sources in a position to be well informed, that the rumour amongst Chinese of the death of the Emperor of China is founded on fact.

Two mobs of griffins have arrived, and were sold (Monday) afternoon. The first sale was at the Horse Bazaar, a mob of 23; the ponies did not seem to catch the fancy of the cognoscenti; some bids were made up to 75, and a few were sold. Mr. Dallas' auction had just commenced when our reporter left; he was offering 24 griffins.

There were two mobs of griffins offered this (Tuesday) afternoon; one by the Horse Bazaar, at which a few ponies were sold at prices ranging from 75 to 100; and one by Mr. Dallas, which was proceeding when our reporter left. The market for griffins is dull, owing to the large quantity in the neighbourhood and expected. Prices are likely to be at a low level.

Mr. Joseph Martin, of the L.M. Customs staff at Chinkiang, a correspondent informs us, shot himself through the right temple, about three o'clock on Sunday afternoon. He was an assistant of the in-door staff, and had been in the Customs service since 1875. He was a son of Dr. W. A. P. Martin, President of the Tung Wen College, Peking.

Our Chinkiang correspondent informs us that an enquiry into the circumstances attending the death of Mr. P. Martin was held yesterday (6th). The jury did not return a verdict that day, but they will no doubt find that death was caused by his own hand while in a state of temporary insanity. The funeral took place yesterday. The sad affair has cast a gloom over the whole community. Deceased had just got two years' leave of absence, and was to have left shortly for home.

The *Kung-tung*, Captain Flagg, which arrived on Saturday from Hankow reports that there was 19 feet of water in port. At Hunter's Island there was 30 feet, and at Olyphant Island 27 feet. The passage throughout was a very favourable one. The *Kung-tung* went into Hoy's Lower Dock yesterday morning, and is expected to come out on Friday, when she will resume her position on the route between Shanghai and Hankow.

News travels slowly in China. In the *Courier* for February 15th we mentioned that a railway would be started within the present year from Tientsin to Peking, and that a capital had been guaranteed in Canton amounting to 15 millions. From the Canton Road to the Hankow Road is barely five minutes walk, yet the presiding genius at the helm of our morning contraband only awakened to-day, like a second Kip Van Winkle, to the fact that our item has been translated into all the leading newspapers, and has found its way south as far as the editorial sanctum of the *Hongkong Chung Wai Tsai Pao*. Why does not the morning paper lay on a telephone so that we may hold fraternal communication with it, and furnish it with the latest news some three weeks after we have published it?

La Kien Fen, the Taoist of Shanghai, has not yet returned from Nanking where he recently went in obedience to a request of the new Viceroy. The Taoist's term of office has nearly expired, and it is expected that he will shortly be removed from Shanghai. Probably he will receive an appointment in the province of Hunan. It is said that La Kien Fen will shortly visit Yangchow, his native place, as soon as relieved of the duties of his present post. As a Taoist, La acted with sound common sense and is spoken highly of by those foreign officials with whom he was brought into communication. His recent action with respect to Woosung bar exemplifies the opinions he holds as regards international interests. Having been diligent in business and careful in making *petites economies*, La, so a well informed Chinese gentleman assures us, retires with by no means a despicable amount of money. This is the silver lining of the cloud, and it well compensates for all disadvantages.

TIENTSIN.

February 28th. The Chinese say that H.E. Li's eldest son left per *Heating* with 70 boxes of luggage, and they think it is very likely intended that he is to go on his long spoken of journey to Europe. Your articles on the Kaiping Coal Mines induced three gentlemen from here to start for them, and it is said two have also left Peking; all agree with your testimony, so who is right will be proved when the thousands of tons of coal that now are ready stored for shipment come down; in about 14 days the inland navigation will be open, those coals will be down, and we shall be able to have coals here at 75s a ton instead of 115s. Therefore this community wish all success to the Kaiping Coal Mines. The railroad scheme from here to Tungchow was simply an enquiry by H.E. Li for curiosity's sake to learn how the Japanese made railways, what they cost, and what result there was from them to Japan. —*Mercury* Correspondent.

RUSSIA AND CENTRAL ASIA.

The correspondent of the *Standard* wires from St. Petersburg on January 26th as follows: From a statement in the *Novoye Vremya*, it seems that the Russian General Lessor, who, with an escort of twenty Cossacks and a few workmen, recently fell in with some three thousand Merv Tekkes on a marauding expedition to Persia, was engaged in leveling the country between Ashkabad and Herat, and actually accomplished the work as far as Seraks, within a few miles of the Afghan frontier. This can have but one meaning, that Russia has in view the possibility of a further advance into the question involuntarily rises, what would have happened if the Merv Tekkes had massacred Lessor and his handful of Russians who accompanied him on his adventurous journey? The concentration of eight thousand troops at Ashkabad would then have found a meaning.

General Schebleff, speaking at a dinner given on Tuesday in honor of the anniversary of the taking of Groek Tepe, referred not only to the little war so brilliantly conducted by him last year, but to Russia's position in regard to the rest of the Slavonic race. The gallant General protested against the cosmopolitanism of the educated classes in Russia, and declared, amongst other things, that an extreme mistrust of everything foreign and capable of destroying the lawful historical ideals of the Fatherland was a patriotic duty. Referring to the Slavs of Illyria, he complained that whenever a Russian ventured to remember that he was of the same race as those now persecuted and condemned, his views were scouted abroad, and his utterances set down to the influence of abnormal excitement. Russian society itself seemed to be paralysed by some strange timidity in regard to this question, so lawful and natural to every Russian heart, and the reason of this was the unfortunate difference existing between the educated classes and the people. The latter had never failed their Czar when called upon; but the same could not be said of the former. In conclusion, General Schebleff reminded his hearers, in feeling terms, that at this moment on the shores of the Adriatic a struggle was going on for race and faith, and broke off with these words: "I do not finish, gentlemen—my heart is oppressed; but our great consolation is our faith in the truth and power of Russia's historical mission."

FROM TIENTSIN TO CHINKIANG OVERLAND.

The following appears in a recent *Shanghai Mercury* in the form of a letter:—

At the request of your paper the following description of a trip I recently made from Tientsin to Chinkiang overland. My purpose is simply to let people know the necessities for the journey, distance, time required, and cost; and I have no doubt that in future this route will be more frequently used by hardy travellers, who like to learn something about the natives and scenery of Chih, Shantung, and Kiangsu.

On the morning of the 27th of January, I started from Tientsin in a cart, drawn by two good mules, "Sancerre" and "Zampa," guided by "Cerberus," an old carman with a weather beaten visage. As I found out afterwards, "Cerberus" resembled one of the characters in "Gil Blas" he allowed nobody to cheat his master but himself. However, as he confined himself to small speculations only, I thought it expedient to make no objections beyond telling him now and then the daily expenses for room, etc., ought not to increase.

Nearly all Europeans, and most Chinese I have met with, express a decided objection to cart travelling, and many ladies residing at Tientsin and Taku never see Peking simply because the fatigue of a ride in a cart is thought excessive. Having made several long journeys during my four years' residence in Tientsin, I am enabled to make proper directions how to pack a cart. Place inside a box containing provisions as the most necessary objects, on the top of this box the coffin bag, then a common mattress covering the bottom of the cart, and extending over box and coffin bag against which your back and head rest. Two pillows on each side of your arms and shoulders, a blanket round your feet, and a covering of blankets and coats. See that there is a good thick curtain to close the prospect in bad weather or early morning. A Chinese cotton quilted coat is of great service to sleep in during the night; also a pair of felt shoes to put on after alighting at the inn.

After a few shakes and jolts, the traveller will settle down comfortably and go through the shanting mountains as if he were carried on a spring mattress. A traveller must get accustomed to sit beside the carman and he will find it very pleasant in fine weather, seeing a great deal of the country, and being enabled to jump off and on without stopping the cart. With the exception of early mornings, I always used to sit outside when proceeding quickly, or jump down and walk when the roads were bad or "Cerberus" indulged in a nap after tiffin. My cart was contracted for by Mr. Taylor, of the Globe Hotel, at Tientsin, for time not to exceed 18 days; half the money paid in advance, and every third day a tael on the road. The carman of the Hongkong and Shanghai Bank kindly provided me with packages containing white silver from one to five taels value marked. White silver is always willingly taken by the money changers and in this way the squeeze can only be eased on moderately. A promise of one tael commission enabled me to complete the trip in 14 days, a satisfactory result, however, sometimes at midnight, favoured by a splendid moonlight, and had glorious weather all the way through. Time of starting and putting up I left entirely to the carman, also the distance to be made each day.

I took no servant with me but got along pretty well, the little Chinese I know requiring no interpretation by an ever present comprador, as is the case in several offices in Tientsin city. Regarding dress—flannel pants, long socks to be drawn over the same, riding boots, woollen singlets, a wide shooting jacket with strongly lined pockets, and a Chinese felt cap proved first rate all the way. My provisions consisted of 6 bottles of whiskey, 2 lbs. butter, salt, pepper, tea, sugar, some potted meat, and a few pounds of bread. Rather scanty for a three weeks trip, do you say? Fresh eggs, fowls, mutton, rice, and excellent cakes baked of shantung wheat, can always be obtained, and what more do you require? Season your food with salt and pepper, if it is not made palatable by walking 40 to 80 li a day; and by giving a fair allowance of sugar and whiskey, you obtain a tea punch which will make you comfortable in the most miserable inn, even in a shed which I had to put up once or twice for the night on account of scarcity of rooms. Cigars are of no use on a long journey by cart; they either break or are asked for by the natives. A tin of tobacco goes a long way, both as regards smoking and dealing out little presents.

January 27th.—Having had tiffin at an insignificant little village, we reached at 4 p.m. Tang-wu-tu, 120 li. January 28th.—Left 2 a.m., arrived at Chinkiang 8.30 p.m. From here the cart-road joins for a little distance the great highway running along the Imperial Canal, and you obtain the first view of the telegraph line. Quantities of soldiers are encamped outside Chinkiang, and I saw them firing on horseback at targets, pony going full speed. After passing Tientsin, saw an indication of the approach to the Ming tombs near Chinkiang-chi, and arrived 2.30 p.m. at Tehochi, 65 li.

January 29th.—Left the Canal and highway, stopped at Nan-pi-hien, a walled town. When enjoying my pipe on the shafts after tiffin, met Mr. Watson en route from Hankow, 15th day from Chinkiang; pi, nice prospect for a fast trip! Exchanged a few words and passed on. Having left Tungwan on our right, we arrived 6.30 at Leang-jen, 20 li day.

January 30th.—Start rather late, fed the mules at sang-yuen, 50 li; pass Nungwan, a large town with temples, pagodas, and extensive ancient fortifications. We had to make a large detour to get round the N.E. forts. The view of the town and surroundings is exceedingly pretty. Arrived 6 p.m. at Hoan-hei-yao, 65 li, a miserable little village. I thought the roads bad that day, deep ruts and dust 12 to 18 inches deep, making it a hard task for the mules, but I did not know pretty strong from the N.W. No doubt the Tientsin people were sitting beside the fire and the salin foxes were taking a stroll out across the country for home, but so it was only a refreshing breeze as I walked along the high banks walling in the road on each side, and the sun poured his powerful rays on the dust covered plains. When passing through this part of Chih I my nose and lips were stung by the heat.

January 31st.—Leave Hoan-hei-yao at midnight; rest at Yue-shung 125 li; enter the walled Yen-chang at 1.30 p.m.; 50 li=174 li in the day. I am only just travelling in the north of China. Here I had to travel to two officials in order to have the gates opened for us early the next morning. A few words in the English language written in pencil on leaves of my pocket-book proved sufficient. A native merchant whose acquaintance I had made on the road invited me to a parting feast. His destination was Chinkiang, 70 li distant, consequently the distance between Tientsin and Chinkiang amounts to 735 li or 245 miles. To judge by the cultivated state of the fields, this district appears to be a very prosperous one; however, the more you proceeded in a southerly direction, the more you proceeded in the ins. The heated kang has already disappeared, and in lieu you have a kind of bedstead constructed of narrow planks and millet sticks on which to put your mattress. My memory dwells with regret on the comparatively splendid inns on the Kalgan road, just as the Israelites in the desert licked their lips when thinking of the Egyptian succulent meat and plum-pudding. I have to mention here that two boxes lashed

to the back of my cart always remained there in the courtyard of the inn without any danger of being pilfered, a watchman keeping sentry all night in the various hostels, and proclaiming the hours with harmonious voice or rattle. Even the wooden bar necessary to secure the door of your room is seldom to be found. Perhaps these bars have been removed for the convenience of the singing guys who abound in all the large towns near the Hoang-ho, and whose practice it is to visit the inns at dusk with their musical instruments, and to enliven the meal of the weary traveller with cheerful songs. Their age varies from 9 to 14; they are tastefully dressed, and not at all shy of foreigners. It is a strange fact that in places rarely visited by Europeans the population hardly ever insults them. The natives like to view the way you wash, comb, and take your meal, and go so far as to touch your clothes, and they laugh aloud to express their gratification at the sight of the stranger from the distant country. This may appear a sort of wild beast show, but you get along first rate, create a favourable impression towards the next foreigner they meet, and you are not hooted and cursed, neither are there dogs set on you, as is the case in walled Tientsin.

All along the frequent roads in Chihli are military stations and between them, during the night, guards armed with muskets. February 1st.—Crossed the Hoang-ho in the morning on a ferry boat without any difficulty, only the banks of this untidy tyrant were covered with ice. The snow-clad shantung mountains presented themselves to our view; they are bare of trees, but the sun shining on the long stripes of snow produced a grand view. You might have fancied immense sheets of linen stretched out for bleaching. At 11 a.m. we were climbing already high up the mountain side, and at Tzu-chia-miao 50 li at the entrance to the pass. The sun melting the snow, by its powerful rays, the steep roads into rivulets of water, and the poor mules were work cut out for them. At Tzu-chia-miao you pass several old forts built of stones and still in good preservation, showing the importance of this pass. Now the road ascends higher and higher till all at once we found ourselves in a broad valley, 1,000 to 1,500 feet over the Hoang-ho, enclosed by snow capped ridges rising in places several hundred feet perpendicularly. Here and there on outlying hills you perceive castellated buildings surrounded by trees. A shallow but broad stream flows in curves through this wild region, and is spanned by two stone bridges 600 to 800 yards long. These bridges are constructed of stones 5 feet by 2, but in a dilapidated condition. When we passed, the stream was only 150 yards broad, but the extent of these bridges and deserts of deep sand on the banks showed the size which this current, gliding smoothly along at present, would assume when swollen by melted snow or rains. A large traffic is carried on by means of wheelbarrows, wheels ungreased of course. Two hands in front as well as at the end serve to move these carts by the aid of two mules, one in front and one behind. Passed through a small village, and about half a dozen small villages, and at 5 p.m. at Chang chia 50 li, where I tied to catch the singing girls "Come back to Er," not without some success.

February 2nd.—Chang chia is the highest situated town in the pass. From here the road is gradually descending, and a stream similar to the one on the northern slope glides along the valley. The road is rough and provided with rocks of such dimensions in such quantity toadden the heart. "Any mountaineer. Reached Tientsin 10 a.m. From here the road is paved for several miles with flags of stone to facilitate the cart. You see some of these well finished stones lying in the stream showing that this benevolent work was interrupted. Great traffic and the accumulation of wheelbarrows causes detention; more stone bridges. Arrived 5 p.m. at Tai Nuan Chu, 50 li, a place of wealthy appearance. A Tajen, travelling in a Tajiping cart, provided with four glass windows, sent me an egg of uncertain age and a cake of undesirable taste. Returned the compliment by a cup of Kinahang "LL," and packed the Chinese delicacies into my box as a keepsake. Here I changed some silver at the rate of 1,860 cash to the tael.

February 3rd.—Left Tai Nuan Chu at midnight and arrived 11 a.m. at Yang Liu Tien, 110 li, and 4 p.m. at Tsi-chung, 35 li. The road continues in the Nankow pass style, but steep, and I walked nearly the whole way, sometimes 2 to 3 miles a head of the cart to enjoy the scenery formed by ranges of mountains continually opening to our view. There is no danger of losing your cart, because there is only one road, and you need not have any apprehension on account of the natives, besides in the shantung districts military escorts on horseback or on foot accompany the carts which keep together as much as possible. When entering Tsi-chung a N.E. gale commenced, and I barricaded my door with sleeping mats and bedsteads. The *jeunesse dorée* of the village were rather disappointed at my sudden disappearance from the scene and hooted a little in and outside the courtyard. Well, call it cheering and get under the blankets, you want them this cold night.

February 4th.—At midnight we resumed our progress down the broad valley leading in long cuts to the south. Occasionally the road leads over a small hill to cut off some long bend, thus saving time, but being detrimental to everything connected with the cart. I defy anybody to remain in the Chinese brougham while mounting and descending these hills; you are worse off than Horace Greely in the hands of the celebrated Hank Monk.

At 11 a.m. we had tiffin at Tien-chi-miao, 100 li, and arrived 6 p.m. at Yung Yee-chong, 55 li. Here I had to sleep in a long bar of uninviting aspect, all the things being full. I perceived that it is advisable to get early into quarters, accommodation hardly being sufficient for the number of native merchants, etc., travelling by this route. However, having had the windows, i.e. the holes where windows are supposed to be, papered, and a door improvised by the aid of glowing charcoal the place was improving, and I slept comfortably enough. After traversing roads like to-day, no rocking to sleep is required. The fumes of glowing charcoal do not produce headache, ventilation being provided in the most liberal manner.

February 5th.—Arrived 9 a.m. at Ting-to-tye, 45 li, and stayed 3 a.m. at Tenshang, 45 li. The valley widens, and in the afternoon we got into the valley of the pass, having in five days gone over 590 li of mountain region, proving the admirable endurance of our mules. Any pony would have been lamed by a single day's work they had to perform. "Sancerre" used to take bread from my hand and looked for more with his intelligent eyes, and the frisky "Zampa" met the lash of the whip by kicking with both hind legs.

February 6th.—Left 1 a.m. arrived 10.30 at Li Si Tane-ang, 90 li, and 4 p.m. at She Li Li, 60 li, a little village situated 10 li from the large town. Had to cross the Hoang running here from N.E. to S.W. The sandy bed of the stream dividing at this point into two branches is from two to three miles broad, but only one arm contained shallow water several hundred yards broad. Mountains still visible in the distance and the surrounding country well cultivated and pleasantly covered with trees.

A refreshing change from the mud-colored Tientsin sludge. She Li Li was the last place we were escorted to by soldiers. These escorts vary in rank and number; sometimes we had a mounted official with button and peacock feather, in other instances we were accompanied by two

or three privates on horse-back, armed with gingalls, dangerous looking weapons of defence—for the owners; again we had a soldier on foot with a musket; and the last escort carried a sword having a four foot handle and a blade four foot long by three inches wide. They are all polite and grateful for a little tobacco or tea, and skilful at improvising songs having reference to the foreign traveller. The natives of shantung look more manly, but at the same time dirtier, than those of Chihli. No sign of ill-feeling; if in their conversation you are called a "foreign devil," they take care to call you the "foreign master" to your face.

February 7th.—Left 4 a.m., rested at Hung Hua Pu, 60 li, at 10; and arrived 6 p.m. at size Wu, 60 li. Mr. Marty, third day from Chinkiang-pu, en route for Peking, and exchanged the latest news. The country is covered with sandy beds of almost dry water courses, and abouts with geese and duck. Several strong stone bridges now in ruins are testimonials to the fury of rapid, unfettered mountain streams.

In Kiangsu also regular stations for soldiers exist along the highway, but they are seldom occupied and serve only to indicate the distance to the next place of importance.

February 8th.—Arrived 10 a.m. at Shun Ho-chi, 60 li, and 4 p.m. at Yan Ho-chi 50 li. Leaving the first place you see the whole plain covered with walled towns, for instance Shih Hsien Ching and villages and hamlets, between which are well cultivated fields and clusters of trees. You must ponderous ox-carts conveying puns of various descriptions, the driver carrying his eno: nous whip like a soldier presenting arms and accompanying his lashes by monotonous ditties.

February 9th.—Stopped at noon at Uchkh 100 li, to give the mules a hasty feed, and arrived 5 p.m. at Chinkiang-pu, 40 li. This last stage is exceedingly interesting. You cross one of the deserted beds of the Hoang-ho dug out by the Taipings, and get a splendid view of the extensive walls of Chinkiang-pu, for nearly the emporium of the grain trade—suburbs and adjoining turns cover the horizon. The Imperial Canal runs here from West to East with a tide of several knots, and the suburbs of the southern bank, part of the walled city is situated on the south side, part of the suburbs on the northern bank. The Ting Pau Chu or Telegraph Station, where I met with a hearty welcome from Mr. Mendenhall, and the manager, Ching Lon-yee, to whom many thanks, is situated exactly opposite to the N.E. corner of the walled city on the north bank of the Canal, about one mile from the place where the passenger boats are moored.

Distance from Tientsin to Chinkiang-pu, 1,785 li, or about 600 miles; cost of cart between Tis. 14 and Tis. 20. My cartman got Tis. 21 from a Chinaman for the return trip, had to furnish his freight, however, with rice on the road. Cost of crossing the Hoang-ho 200 cash, the Hoang too cash; charge for room in the day 50 to 100 cash; night's lodging 100 to 200 cash including charcoal, hot water, and light. Provisions very slightly, but the expenses for room and Chow-chow will hardly exceed 600 cash each day.

Regarding the trip from Chinkiang-pu to the Yangtze, I will confine myself to a few words only. The distance is over 100 miles, and boats are used, costing from 3,000 to 8,000 cash according to size and demand. Down the Canal to the Yangtze the boats take 14 to 25 days having the current with them; the other way 3 to 4 days are required, the men having to drag the boat by means of the tow line. With favourable wind and rush along at a good speed. The boats anchor at dusk and proceed at daylight. We passed fine looking lake-stations, large walled cities, for instance Ko-yue, Tzu-pu, and Yang-chow, once one of the richest towns in the Celestial Empire. If the traveller has time to spare, it is worth while to inspect the splendid buildings of the last named place.

Crossing the Yangtze a fine prospect opens to your view, Chinkiang surrounded by Conular hills, the fort and further back by higher ranges: Golden Island and Silver Island, with picturesque looking temples flanking the harbour on both sides.

Having now stepped on well-known ground, I beg to render thanks to Messrs. Colding and Alcott for their hospitality, and I take leave of the reader.

THE PRINCES IN CEYLON.

A telegram from Colombo on the 27th January to the *Times* of India says:—"I telegraphed to the *Times*, reporting the arrival of H.M.S. *Blackburne* from Singapore, with Prince Albert Victor and Prince George of Wales. They landed at 3.30 yesterday afternoon. The Governor, the Governor, met them at the landing place, where the Chairman of the Colombo Municipal Council read an address cordially welcoming the young princes.

Prince Albert Victor read a reply, thanking the Municipality for their welcome. The address also stated that the accounts they had heard of this interesting colony, both from their father and their present short stay. The feeling of firm attachment and loyalty to the Queen which they had expressed was similar to that which they found prevailing in every colony. They had all classes and peoples in Ceylon will enjoy an abundant and ever increasing degree of happiness and prosperity.

His Excellency Rear-Admiral Gore-Jones, Sir Edwin Johnson, formerly Military Member of the Viceroy's Council, and thousands of people were present.

The Princes were present at the Ball given at the Colombo Club last night. The Governor, Admiral Gore-Jones, Captain Lord Charles Scott, and other distinguished guests were present. One noticeable incident of the evening was the formal introduction by the Commander of the *Blackburne* (Lord Charles Scott) of his promising midshipman Prince George, to the Admiral Commanding on the station. Admiral Gore-Jones shook his junior officer cordially by the hand, and added an encouraging pat on the shoulder to one who promises to be every inch a sailor.

The Princes and the Governor and suite visited the Colombo Museum this morning, and are spending the evening at a garden party at Major-General Wilby's residence. To-night they will dine at Queen's House, when a large number of distinguished guests will be present.

MAILS EXPECTED.

THE FRENCH MAIL. The M. steamer *Natal*, with the next French mail, left Singapore at 6 a.m., on the 6th, and may be expected here on or about the 14th instant.

THE AMERICAN MAIL. The O. & O. steamer *Gallea*, with the next American mail, left San Francisco on the 15th February, and may be expected here on the 19th instant.

STEAMERS EXPECTED.

The steamer *Ocean*, from Sydney, via Freemantle, W.A., arrived at Souababaya, en route for Hongkong, on Sunday, the 19th February.

The E. & S. S. Co's steamer *Tannadise* left Sydney on the 18th February, and is due here on or about the 12th instant.

Intimations.

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A MAIL WILL CLASSE

For Manila. — Per *Edna*, to-morrow, the 11th instant, at 3.30 p.m.

For Swatow and Amoy. — Per *Jedidah*, to-morrow, the 11th instant, at 3.30 p.m.

For Port Darwin, Thursday Island, Cooktown, Townsville, Brisbane, Sydney, Melbourne, Adelaide, &c. &c. — Per *Memoria*, to-morrow, the 11th instant, at 4.30 p.m.

For Tientsin. — Per *Wille*, to-morrow, the 11th instant, at 4.30 p.m.

For Swatow, Amoy, and Foochow. — Per *Thales*, to-morrow, the 11th instant, at 5 p.m.

For Yokohama. — Per *Zambesi*, on Sunday, the 12th instant, at 9 a.m.

For Straits and Bombay. — Per *Samatra*, on Tuesday, the 14th instant, at 2.30

Commercial.

THIS DAY, FOUR P.M.

To-day's share report is a very meagre one, no business deserving special comment having been transacted. The tone of the market is generally weaker all round. Offers to sell Banks at 113 per cent. premium for the end of the month haven't been closed with, and it is probable that even a slightly lower quotation would fail to lead to much business. Hongkong Fires would appear to have reached their maximum, for although buyers were willing to do business yesterday afternoon at 950, to-day sellers have it all their own way, and can find no customers at that rate. As we previously observed, the rushing up of this stock from about 910 to 950 without a single share changing hands, was one of those stock exchange mysteries which puzzle even the wisest of the market. We reported a small business in Banks in our last issue at 50 per cent. premium, for cash, but no other transactions of a similar character have come under our notice, although we should say that the stock is rather firmer. Standing in the quotation list nominally at 51 for cash, it is worthy of note that on time, for the end of the present month, a fair number of shares have been negotiated at 52, and there are still further buyers on these terms. Inquiries after Hotels have failed to lead to business, holders refusing to sell at 103, which is the highest offer we have heard of being made. Sugars could be obtained at 165, but Ives are still firm at 126 ex div. Particulars of other stocks may be gathered from annexed list of quotations.

Hongkong and Shanghai Bank—113 per cent. premium, sellers.	
Union Insurance Society of Canton—\$1,600 per share.	
China Traders' Insurance Company—\$1,600 per share.	
North China Insurance—Tls. 1,175 per share.	
Canton Insurance Company, Limited—\$874 per share, sellers.	
Yangtze Insurance Association—Tls. 885 per share, sellers.	
Chinese Insurance Company—\$270 per share, sellers.	
On Tai Insurance Company, Limited—Tls. 150 per share.	
Hongkong Fire Insurance Company—\$950 per share, ex div. sellers.	
China Fire Insurance Company—\$285 per share, ex div. buyers.	
Hongkong and Whampoa Dock Company—\$1 per cent. premium, ex div.	
Hongkong, Canton, and Macao Steamboat Co.—\$24 per share, sellers.	
Hongkong Gas Company—\$85 per share.	
Hongkong Hotel Company—\$103 per share, buyers.	
China Sugar Refining Company, Limited—\$165 per share, sellers.	
China Sugar Refining Company (Debtentures)—3 per cent. premium.	
Hongkong Ice Company—\$126 per share, ex div. buyers.	
Hongkong and China Bakery Company, Limited—\$24 per share.	
Chinese Imperial Loan of 1878—14 per cent. prem. ex int.	
Chinese Imperial Loan of 1881—3 per cent. prem. ex int.	

ON LONDON.—	
Bank Bills, on demand.....381	
Bank Bills, at 30 days sight.....381	
Bank Bills, at 4 months sight.....392	
Credits, at 4 months sight.....392	
Documentary Bills, at 4 months sight.....392	
ON PARIS.—	
Bank Bills, on demand.....468	
Credits, at 4 months sight.....468	
ON DUBLIN.—Bank, T.T.219	
ON CALCUTTA.—Bank, T.T.219	
ON SHANGHAI.—	
Bank, sight.....721	
Private, 30 days sight.....731	

OPIUM MARKET.—THIS DAY.

New Malwa.....per picul, \$660	
(Allowance, Tals 72.)	
Old Malwa.....per picul, \$705	
(Allowance, Tals 64.)	
PATNA (without choice).....per chest, \$585	
PATNA (first choice).....per chest, \$587	
PATNA (second choice).....per chest, \$582	
PATNA (bottom).....per chest, \$590	
BEKAR (without choice).....per chest, \$580	
BEKAR (bottom).....per chest, \$582	
PERSIAN.....per picul, \$500	

CHINA COAST METEOROLOGICAL REGISTER.

THIS DAY'S TELEGRAMS.			
HONG KONG.	AMOI.	SHANGHAI.	NAGASAKI.
Barometer.	30.26	30.32	30.35
Thermometer.	60.0	60.0	60.0
Direction of Wind.	N.E.	N.E.	N.E.
Force.	3	4	4
Dry Thermometer.	58.5	57.0	56.0
Wet Thermometer.	54.0	54.0	54.0
Weather.	c	bc	bc
Hour's Rain.	—	—	—
Quantity fallen.	—	—	—

Barometer, level of the sea in inches, tenths and hundredths. Thermometer, in Fahrenheit degrees and tenths in the open air in a shaded situation. Direction of Wind, in full name, or by the letter N, S, E, W, N.E., &c. Force of Wind, in full name, or by the letter N, S, E, W, N.E., &c. Rain, in inches, tenths and hundredths. Quantity of Rain, in inches, tenths and hundredths.

Shipping.

ARRIVALS.
March 9, JEDDAH, British steamer, 990, Henry Dunsdale, Singapore 1st March, General—Ghee Cheong & Co.
March 10, VOI-GA, French steamer, 1,049, Guirand, Yokohama 4th March, General—Messageries Maritimes.
March 9, CHARTER OAK, American ship, 954, L. Gilkey, Hogo 26th February, Ballast—Captain.
March 10, SINDH, French steamer, 2,150, Lequerre, Shanghai 8th March, Mails and General—Messageries Maritimes.
March 10, PHAM, British steamer, 1,200, Butler, Liverpool 7th January, and Singapore 1st March, General—Butterfield & Swire.
March 10, NORMEN, Danish steamer, 778, J. Rasmussen, Canton 9th March, General—Butterfield & Swire.

CLEARANCES AT THE HARBOR OFFICE.
Killerby, British steamer, for Saigon.
Raven, German ship, for Whampoa.
Fong-tze, British steamer, for Shanghai.
Norwegian, Chinese ship, for Canton.
Ching-an, Chinese steamer, for Shanghai.

DEPARTURES.
March 10, CONSOLATION, British steamer, for Swatow and Bangkok.
March 10, YAN-TEH, Chinese str., for Shanghai.
March 10, SOH-WAY, British steamer, for Saigon.

PASSENGERS ARRIVED.
Per Jeddah, str., from Singapore—44 Chinese.
Per Jeddah, str., from Yokohama—Mr. Van der Pote Dutch Minister, and servant, for Hongkong. For Marseilles—Messrs. James Winstanley, Hugh Montgomery, and John Henri.
Per Pham, str., from Liverpool, &c.—For Hongkong—Mr. and Mrs. Anderson, from Singapore, and Mrs. Grove and child, and 230 Chinese.

DEPARTED.
Per Jeddah, str., for Tientsin—23 Chinese.
Per Consolation, str., for Swatow, &c.—20 Chinese.
Per Paladin, str., for Saigon—12 Chinese.

REPORTS.
The British steamship *Pham* reports left Liverpool on the 7th January, and Singapore on the 1st instant, and had strong monsoon and high sea throughout.

AMOI SHIPPING.
Feb. 25, ALBY, British steamer, from Hongkong.
Feb. 25, KANGTUNG, British str., from Fongchow.
Feb. 26, TIENTIN, British steamer, from Shanghai.
Feb. 26, EUROPE, British steamer, from Shanghai.

ARRIVALS.
1, Fokien, British steamer, from Fongchow.
1, Diamante, British steamer, from Hongkong.
1, Thales, British steamer, from Hongkong.
3, Fongchow, British steamer, from Swatow.
3, Yeh-shin, Chinese steamer, from Swatow.
4, Oceania, British bark, from Shanghai.

DEPARTURES.
25, Alby, British steamer, for Shanghai.
25, Kangtung, British steamer, for Tientsin.
26, Kwangtung, British steamer, for Swatow.
26, Fui-hoo, Chinese gunboat, for a cruise.
27, Pallas, German bark, for Chefoo.

VESSLS ARRIVED IN EUROPE FROM PORTS IN JAPAN AND MANILA.
(Per last Mail's Advice).
Mendoza, Manila, Nov. 25.
Rosetta, Shanghai, Nov. 30.
Joachim Christian, Hongkong, Dec. 8.
Glenorchy (s), Chira Ports, Dec. 15.
H. Upmann, Hongkong, Dec. 19.
Barcelona (s), Manila, Dec. 20.
Europa, Chinese gunboat, for Swatow.
Cyclops (s), Shanghai, Jan. 16.
Lennox Castle (s), Manila, Jan. 17.
Glenavon (s), Shanghai, Jan. 19.
Glenavon (s), Shanghai, Jan. 19.
Theresa, Hongkong, Jan. 23.
Elise, Manila, Jan. 23.
Melusine, Hongkong, Jan. 23.

VESSLS EXPECTED AT HONGKONG.
(Corrected to Date).
Melbourne, Cardiff, Aug. 9.
Morington, Penarth, Aug. 24.
Tebu, Trieste, Sept. 17.
Endymion, London, Sept. 19.
Imperator, Cardiff, Sept. 27.
Henry, Hamburg, Nov. 2.
Christine, Cardiff, Nov. 3.
Rock Terrace, Newport, Nov. 4.
Christal, Cardiff, Nov. 7.
Traut Union, St. Malo, Nov. 7.
Hydra, Elbe, Nov. 10.
Brumley, Cardiff, Nov. 10.
Baikal, Antwerp, Nov. 12.
Still Water, New York, Dec. 14.
Paul, Cardiff, Dec. 16.
Fooksang (s), Hongkong, Dec. 20.
Prima (s), Greenock, Dec. 24.
Truth, Sunderland, Jan. 4.
Fleming (s), Hull, Jan. 6.
Glamorgshire (s), Cardiff, Jan. 14.
Carl Ritter, Hamburg, Jan. 15.
Susanne, Cardiff, Jan. 17.
Patroclus (s), Liverpool, Jan. 25.
Flintshire (s), London, Jan. 26.

HONGKONG TEMPERATURE.
(From Messrs. FALCONER & Co.'s Register).
This Day.
Thermometer—A.M.30.26
Thermometer—P.M.30.32
Thermometer—A.M.30.35
Thermometer—P.M.30.41
Thermometer—A.M.30.46
Thermometer—P.M.30.52
Thermometer—A.M.30.57
Thermometer—P.M.31.03
Thermometer—A.M.31.08
Thermometer—P.M.31.14
Thermometer—A.M.31.19
Thermometer—P.M.31.25
Thermometer—A.M.31.30
Thermometer—P.M.31.36
Thermometer—A.M.31.41
Thermometer—P.M.31.47
Thermometer—A.M.31.52
Thermometer—P.M.31.58
Thermometer—A.M.32.03
Thermometer—P.M.32.09
Thermometer—A.M.32.14
Thermometer—P.M.32.20
Thermometer—A.M.32.25
Thermometer—P.M.32.31
Thermometer—A.M.32.36
Thermometer—P.M.32.42
Thermometer—A.M.32.47
Thermometer—P.M.32.53
Thermometer—A.M.32.58
Thermometer—P.M.33.04
Thermometer—A.M.33.09
Thermometer—P.M.33.15
Thermometer—A.M.33.20
Thermometer—P.M.33.26
Thermometer—A.M.33.31
Thermometer—P.M.33.37
Thermometer—A.M.33.42
Thermometer—P.M.33.48
Thermometer—A.M.33.53
Thermometer—P.M.33.59
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